

Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport ULLI

General Info

St Petersburg, RUS
N 59° 48.0' E 30° 15.9' Mag Var: 8.0°E
Elevation: 79'

Public, IFR, Control Tower, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 10L-28R 11145' x 197' concrete
Runway 10R-28L 12402' x 197' concrete

Runway 10L (97.0°M) TDZE 61'
Lights: Edge, ALS, TDZ
Runway 10R (97.0°M) TDZE 65'
Lights: Edge, ALS, Centerline, TDZ
Runway 28L (277.0°M) TDZE 78'
Lights: Edge, ALS, Centerline
Runway 28R (277.0°M) TDZE 66'
Lights: Edge, ALS, TDZ

Communications Info

ATIS **127.4** Non-English
ATIS **127.3**
Pulkovo Tower **129.0** Secondary
Pulkovo Tower **128.0** Secondary
Pulkovo Tower **118.7**
Pulkovo Tower **118.1**
Pulkovo Taxiing Ground Control **129.0** Secondary
Pulkovo Taxiing Ground Control **128.0** Secondary
Pulkovo Taxiing Ground Control **121.9**
Pulkovo Taxiing Ground Control **121.7**
Petersburg Approach Control **125.2** (174°-354°)
Petersburg Approach Control **129.0** Secondary
Petersburg Approach Control **128.0** Secondary
Petersburg Approach Control **119.3**
Pulkovo Krug Radar **129.0** Secondary
Pulkovo Krug Radar **128.0** Secondary
Pulkovo Krug Radar **120.3**

Notebook Info

ULLI/LED
PULKOVO

28 AUG 09

JEPPESEN
10-1P

ST PETERSBURG, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES

1.2.1. GENERAL

Low visibility procedures shall be applied when RVR is 1000m or less.

The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

CAT I, II and IIIA instrument approach procedures shall be implemented under the following meteorological conditions:

CAT I: DH is less than 80m, but not less than 60m. RVR is less than 1000m, but not less than 550m.

CAT II: DH is less than 60m, but not less than 30m. RVR is less than 550m, but not less than 350m.

CAT IIIA: DH is less than 30m, but not less than 15m. RVR is less than 350m, but not less than 200m.

After landing under low visibility conditions the flight crew must report the execution of landing, the vacation of RWY and ILS critical area to Tower after passing the last yellow light of the alternate green and yellow TWY centerline lights.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT IIIA FLIGHTS

1.2.2.1. LANDING

The flight crew shall vacate RWY 10L

- along TWY B2 or along TWY B1 and taxi to Apron 3;
- along TWY B and taxi to Apron 1.

ACFT shall be met after arrival by Follow-me car as follows:

- on TWY B2 or B1 when taxiing to Apron 3;
- on TWY B when taxiing to Apron 1.
- after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R

- along TWY B and taxi along TWY B5 to Apron 1;
- along TWY B and B1 and taxi to Apron 3.

ACFT shall be met after arrival by Follow-me car on TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car.

After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

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28 AUG 09

JEPPESEN
10-1P1

ST PETERSBURG, RUSSIA
AIRPORT BRIEFING

1. GENERAL

Taxiing of ACFT for take-off from RWY 10L

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.
The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign;
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY. The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

Taxiing of ACFT for take-off from RWY 28R

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5 and then to the RIGHT along TWY B to red stop bar with "28R CAT III" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing;
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car along TWY B1 to red stop bar with "28R" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

1.3. TAXI PROCEDURES

During ACFT landing on RWY 28R, when GS antenna is in operation, taxiing along Apron 5 and out of stands 113 and 114 is prohibited.

Through taxiing with MAX wingspan of 144 '/44m is allowed along TWY B5 and A3.

Use of TWY B5 is strictly along centerline under inner engines only.

TWY B6 MAX wingspan 213'/65m.

Taxiing along TWY B6 shall be carried out at reduced speed, strictly along centerline, with increased crew 's CAUTION.

1.4. PARKING INFORMATION

Exit stands 3, 5, 17, 38, 40, 41, 42, 65 thru 68 and 99 thru 101 by towing.

Exit stands 22, 23, 24, 25 along TWY A3 when the stand with a smaller ordinal number is occupied is by towing.

Enter stands 19, 22 thru 26 and 61 thru 64 by towing.

Use of stands 20, 21, 56 thru 60, 79 and 90 thru 95 by towing.

Stands 26 and 71 available for engine run-up.

1.5. OTHER INFORMATION

Birds.

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14 AUG 09

JEPPESEN

ST PETERSBURG, RUSSIA

10-1P2

Eff 27 Aug

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

2.1.2. APPROACH PHASE

Restrictions

Between 2300-0700LT RWYs 28R/L are preferential for landing, depending on meteorological and air traffic conditions.

RWY 28R/L special approach procedures

During RWY 28R/L approach-to-land before reaching 11.3 NM from touchdown (CRP KOLPI) ACFT shall proceed at a height not below 3040 '(2961') at circuit speed and with clean configuration of wing devices and landing gear.

From 11.3 NM from touchdown ACFT shall descend to 2050 '(1971')'. Before intercepting GS ACFT shall extend landing gear and wing devices into intermediate position at 15-30° angle (IAS and angles of wing devices depending on ACFT type and mass).

After GS interception and commencement of descending to 1400 '(1321') pilots shall maintain IAS $V = 160KT \pm 15KT$ but not less than established by the aeroplane flight manual.

At 1400'(1321') and final approach speed pilots shall complete wing devices setting into landing position and ACFT stabilization in landing configuration before crossing LOM. ACFT shall be completely stabilized before crossing LOM and pilots shall maintain final approach IAS till touchdown taking into account ACFT mass.

2.2. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. OTHER INFORMATION

Pilots shall additionally report the ACFT type at first contact with ST PETERSBURG ACC.

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14 AUG 09

JEPPESEN

ST PETERSBURG, RUSSIA

10-1P3

Eff 27 Aug

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP PROCEDURES

Use vacant area on apron 4 before ILS border for start-up.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

3.2.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- availability of wind shear;
- moderate turbulence;
- icing.

Restrictions

Between 2300-0700LT RWYs 10R/L are preferential for take-off, depending on meteorological and air traffic conditions.

ACFT with IAS more than 160KT departing RWY 28R/L shall carry out take-off from RWY beginning according to the noiseless take-off procedures defined by aeroplane flight manual.

Unless otherwise instructed by ATC, while carrying out take-off from RWY 10R/L, ACFT shall carry out initial turn after passing back course LOM, then according chart, establish communication with PULKOVO Krug on frequency 120.3 at 740'(661').

Unless otherwise instructed by ATC, while carrying out take-off from RWY 28R/L, ACFT shall proceed according chart, establish communication with PULKOVO Krug on frequency 120.3 at 740'(661').

CAT C & D ACFT shall carry out initial turn with MAX 20° bank and MAX TAS 245KT. CAT A & B ACFT shall carry out initial turn with 10° bank.

Special take-off procedures

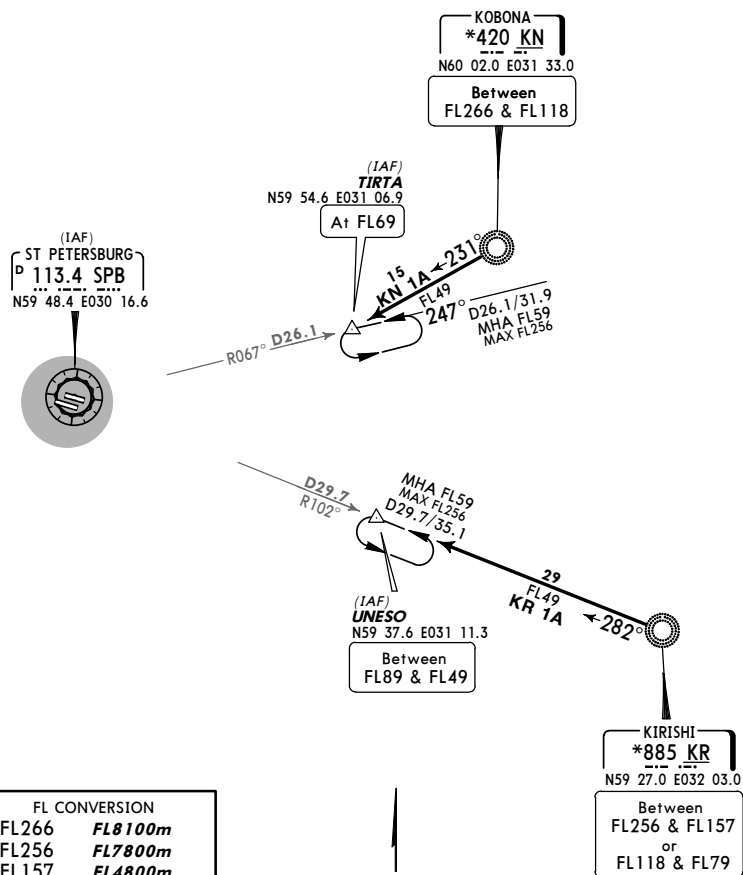
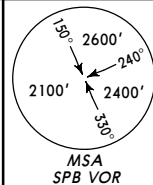
Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

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JEPPesen ST PETERSBURG, RUSSIA
3 APR 09 10-2 Eff 9 Apr STAR

ATIS *127.3 (Russian 127.4)	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961')
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KIRISHI 1A (KR 1A)
KOBONA 1A (KN 1A)
RWYS 28L/R ARRIVALS
FROM EAST
SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL266	FL8100m
FL256	FL7800m
FL157	FL4800m
FL118	FL3600m
FL98	FL3000m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

KIRISHI *885 KR N59 27.0 E032 03.0
Between FL256 & FL157 or FL118 & FL79

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3040'	(2961' - 900m)

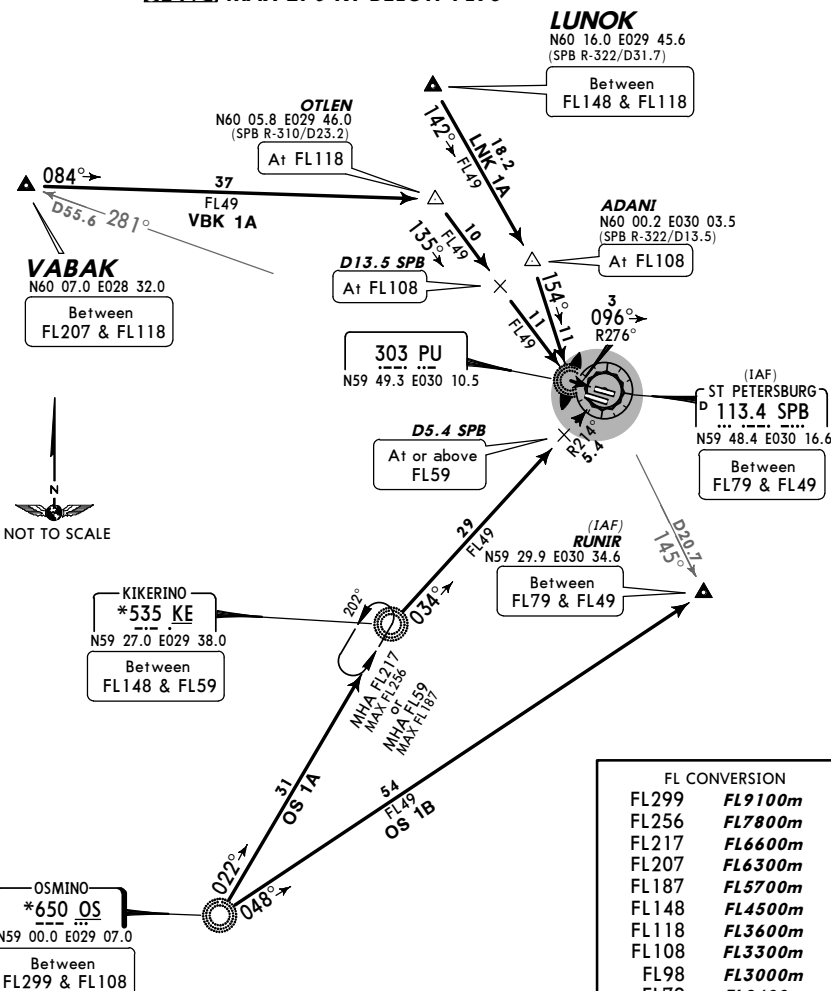
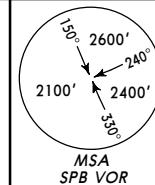


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PULKOVO

JEPPesen ST PETERSBURG, RUSSIA
3 APR 09 10-2A Eff 9 Apr STAR

ATIS *127.3 (Russian 127.4)	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961')
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LUNOK 1A (LNK 1A)
OSMINO 1A (OS 1A)
OSMINO 1B (OS 1B)
VABAK 1A (VBK 1A)
RWYS 28L/R ARRIVALS
FROM SOUTHWEST & NORTHWEST
SPEED MAX 270 KT BELOW FL98



NOT TO SCALE

OSMINO *650 OS N59 00.0 E029 07.0
Between FL299 & FL108

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3040'	(2961' - 900m)

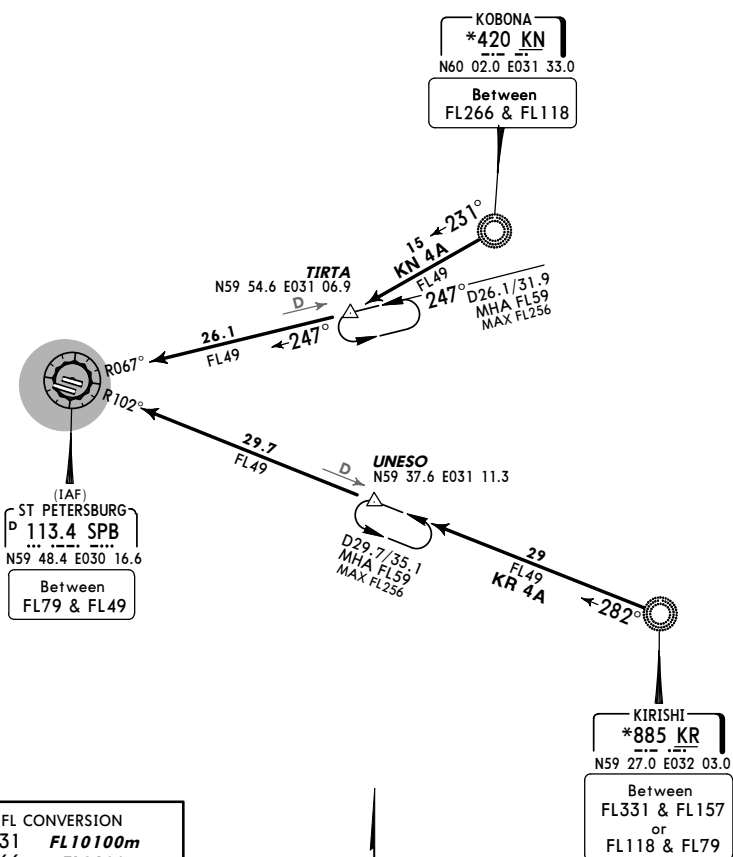
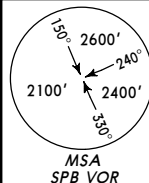
FL CONVERSION	
FL299	FL9100m
FL256	FL7800m
FL217	FL6600m
FL207	FL6300m
FL187	FL5700m
FL148	FL4500m
FL118	FL3600m
FL108	FL3300m
FL98	FL3000m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

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JEPPESEN ST PETERSBURG, RUSSIA
3 APR 09 (10-2B) Eff 9 Apr STAR

ATIS *127.3 (Russian) 127.4	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961')
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KIRISHI 4A (KR 4A)
KOBONA 4A (KN 4A)
RWYS 10L/R ARRIVALS
FROM EAST
SPEEDS MAX 270 KT BELOW FL98



FL CONVERSION	
FL331	FL10100m
FL266	FL8100m
FL256	FL7800m
FL157	FL4800m
FL118	FL3600m
FL98	FL3000m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3040'	(2961' - 900m)

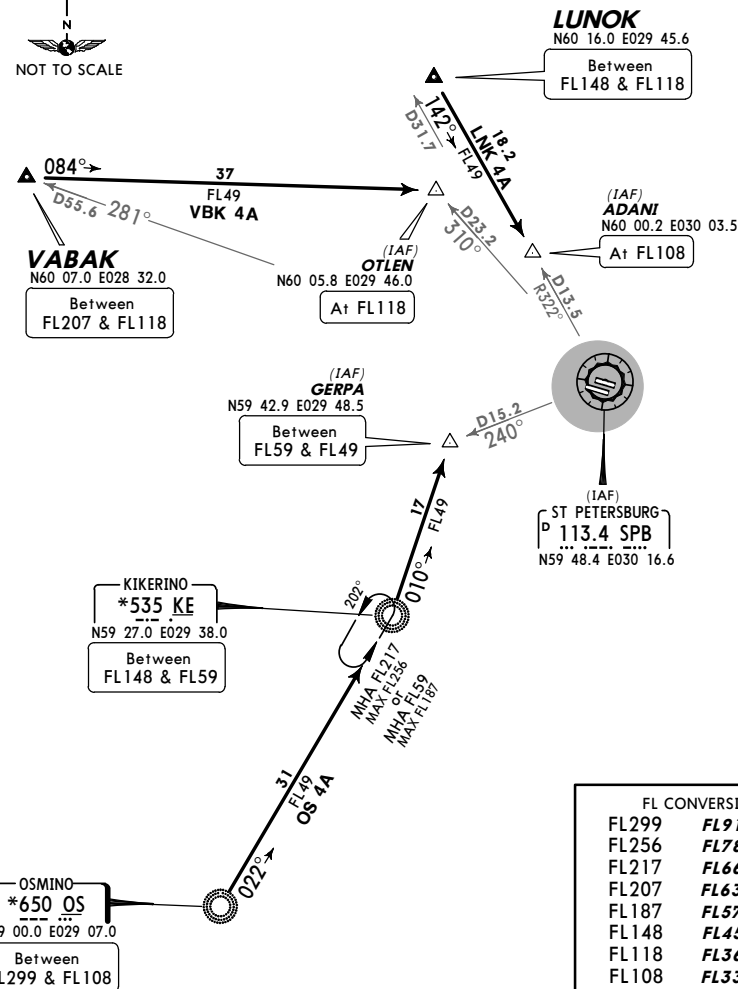
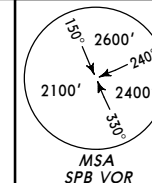


ULLI/LED
PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
3 APR 09 (10-2C) Eff 9 Apr STAR

ATIS *127.3 (Russian) 127.4	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961')
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LUNOK 4A (LNK 4A)
OSMINO 4A (OS 4A)
VABAK 4A (VBK 4A)
RWYS 10L/R ARRIVALS
FROM SOUTHWEST & NORTHWEST
SPEEDS MAX 270 KT BELOW FL98



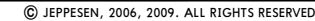
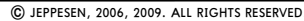
FL CONVERSION	
FL299	FL9100m
FL256	FL7800m
FL217	FL6600m
FL207	FL6300m
FL187	FL5700m
FL148	FL4500m
FL118	FL3600m
FL108	FL3300m
FL98	FL3000m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3040'	(2961' - 900m)

OSMINO *650 OS N59 00.0 E029 07.0 Between FL299 & FL108

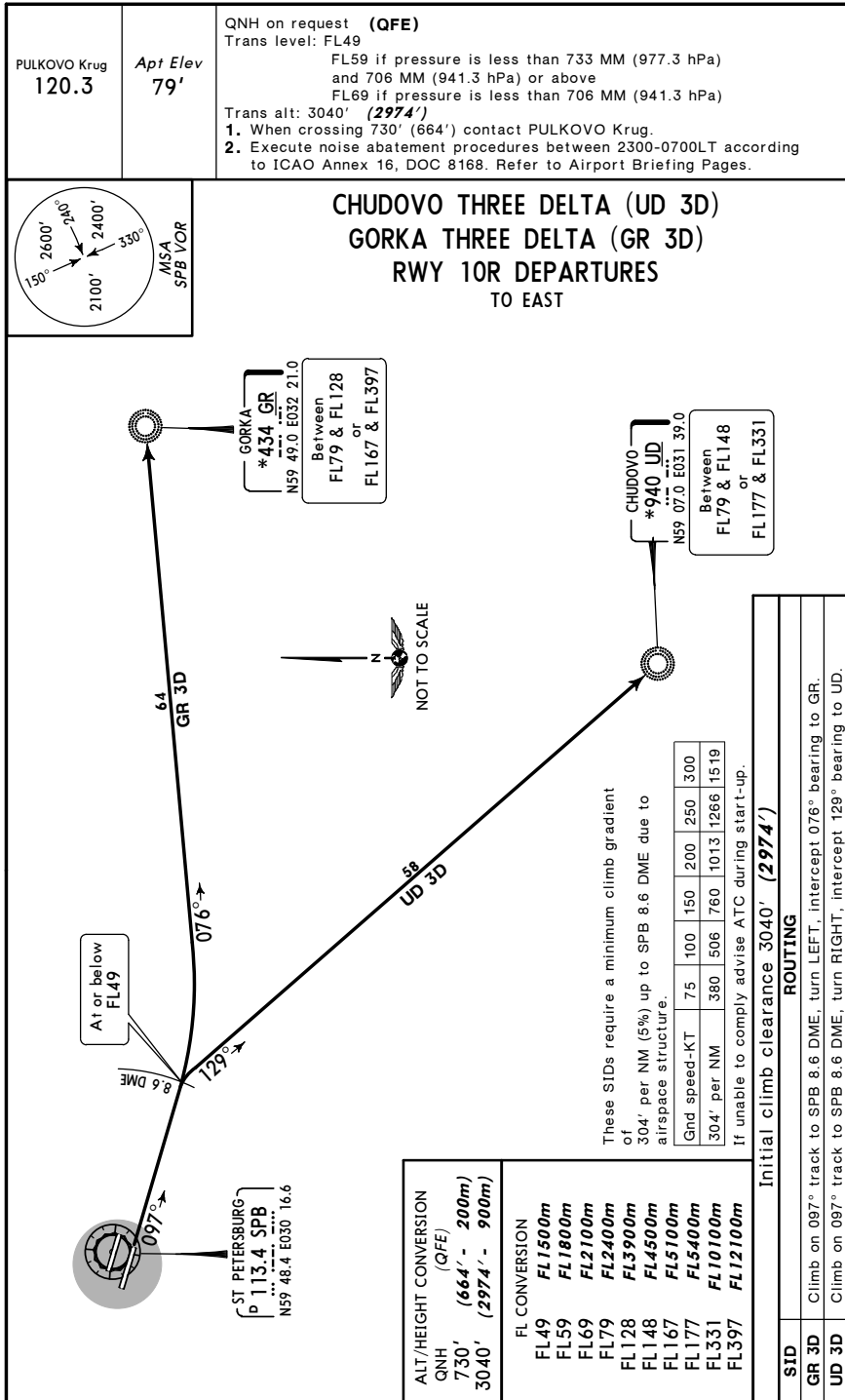


JEPPESSEN ST PETERSBURG, RUSSIA
3 APR 09 (10-3A) Eff 9 Apr SID



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JEPPesen ST PETERSBURG, RUSSIA
3 APR 09 10-3B Eff 9 Apr SID

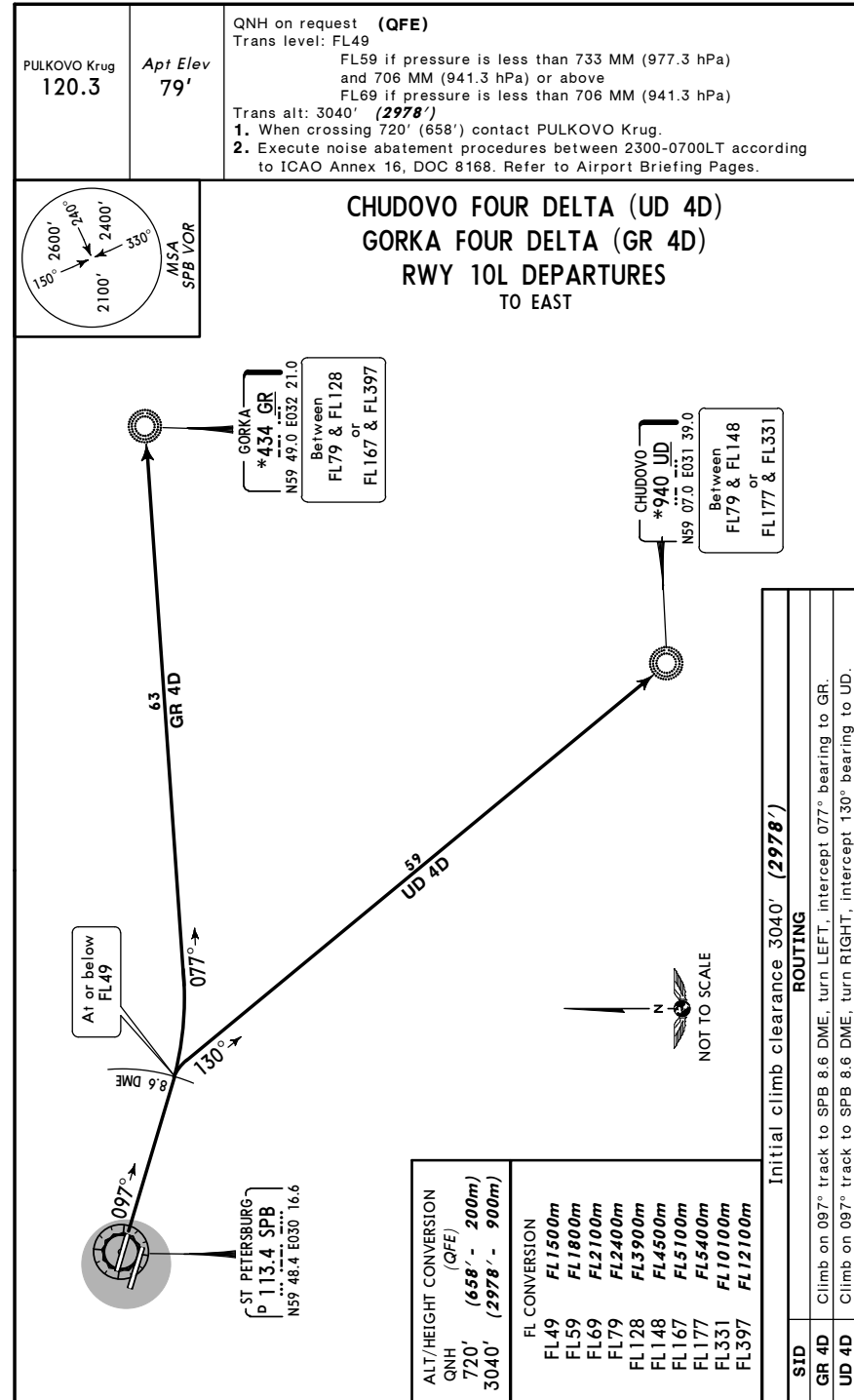


CHANGES: MSA; SIDs completely revised.

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3 APR 09 10-3C Eff 9 Apr SID

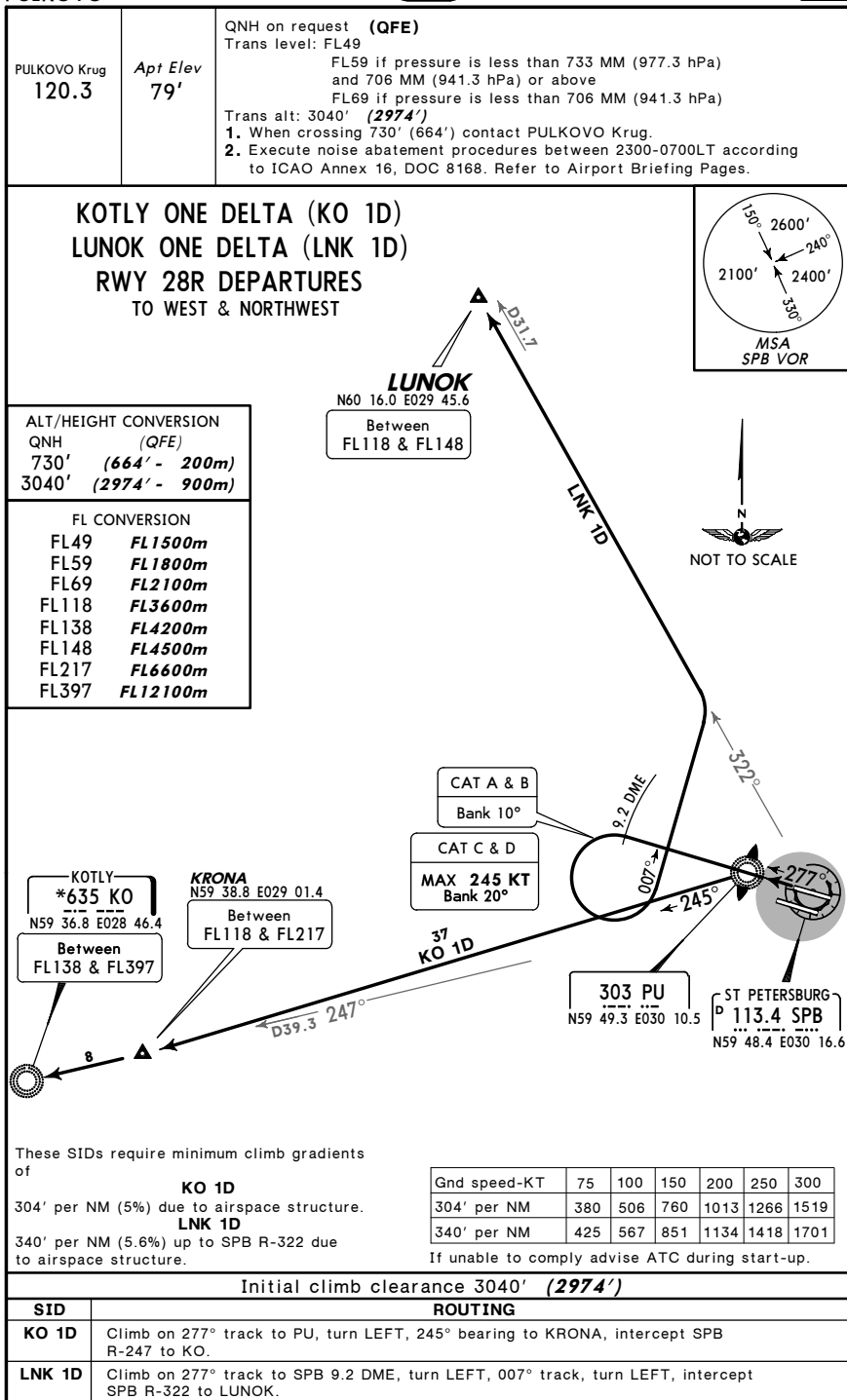


CHANGES: MSA; SIDs completely revised.

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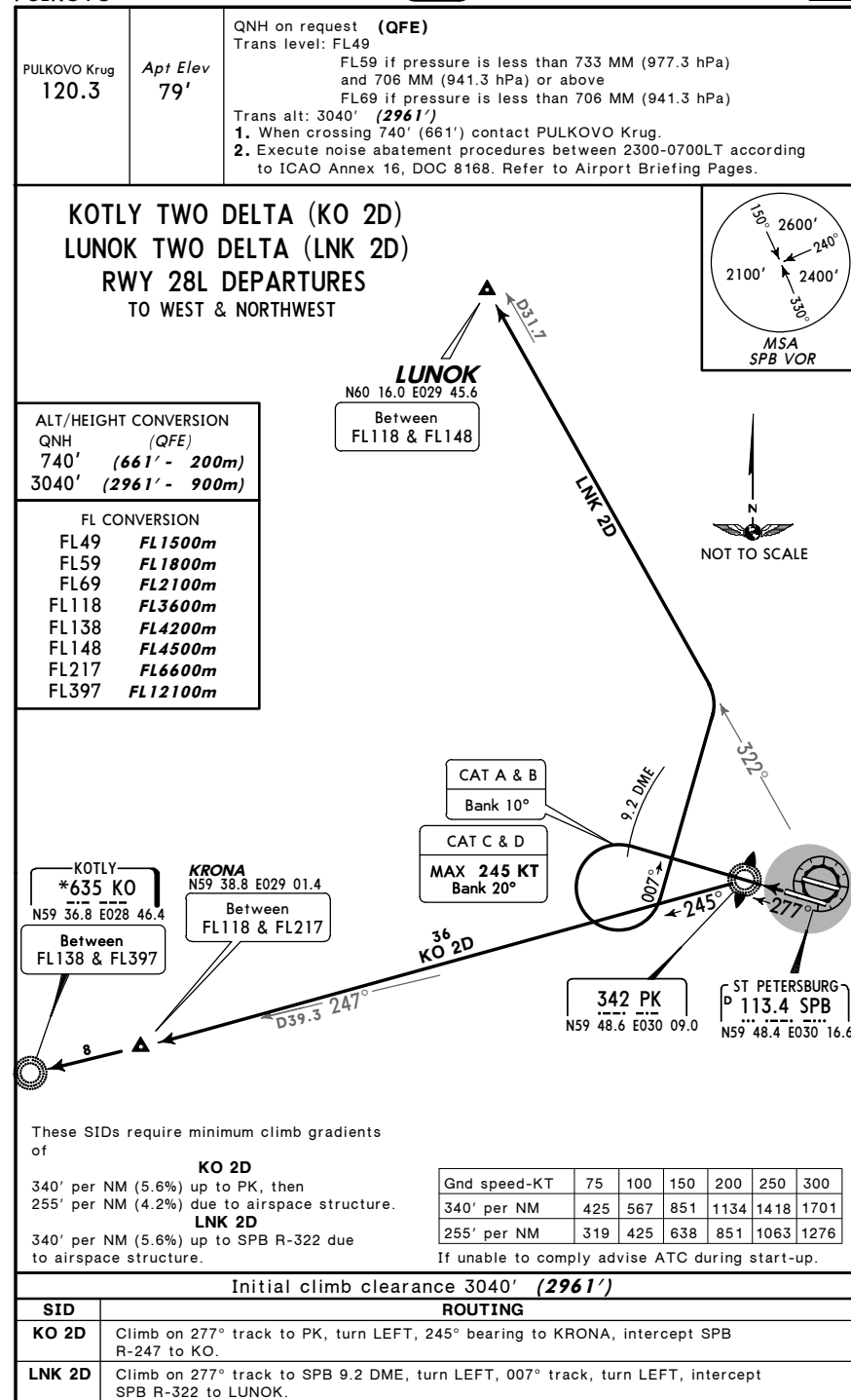
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JEPPesen ST PETERSBURG, RUSSIA
3 APR 09 (10-3D) Eff 9 Apr SID

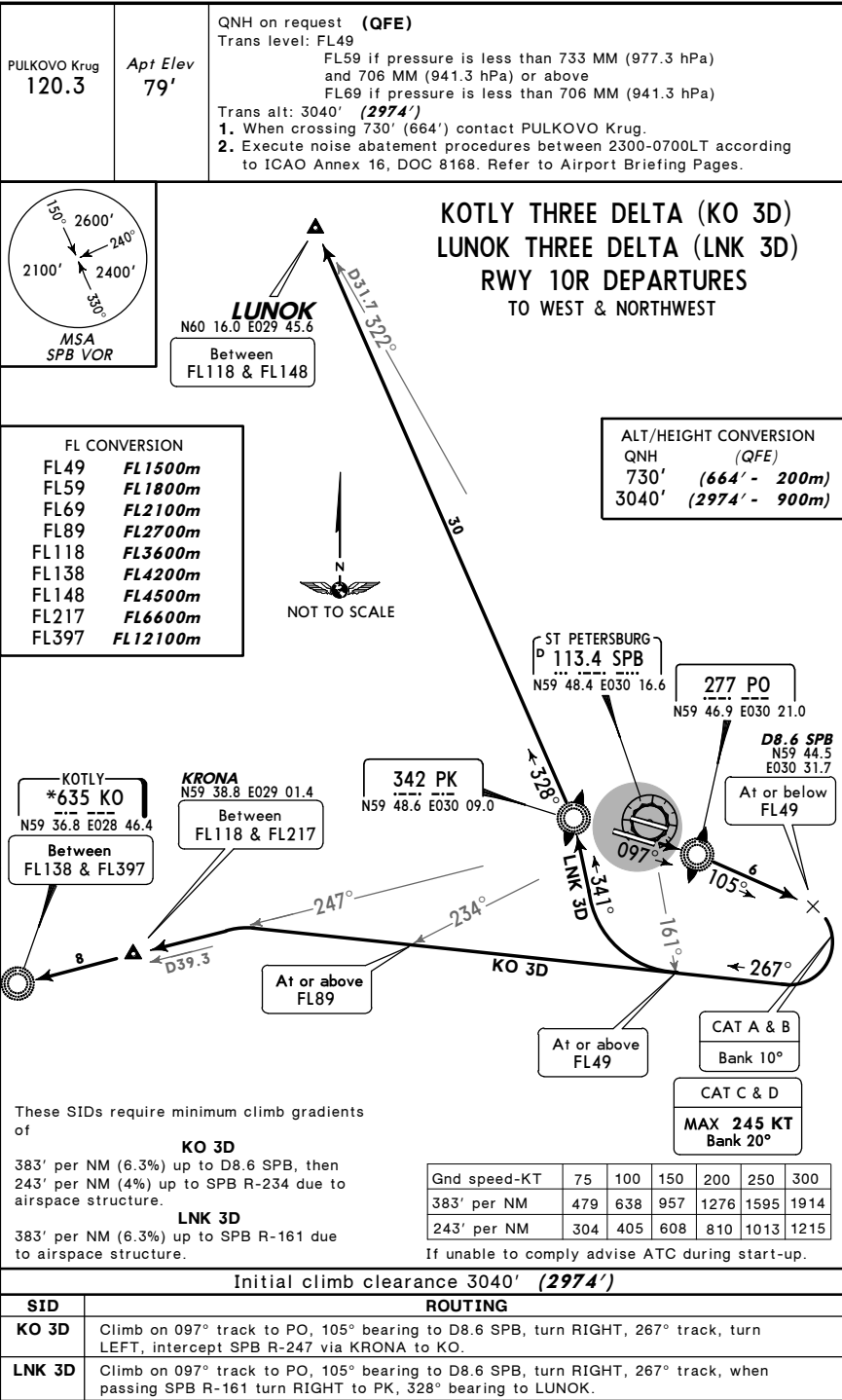


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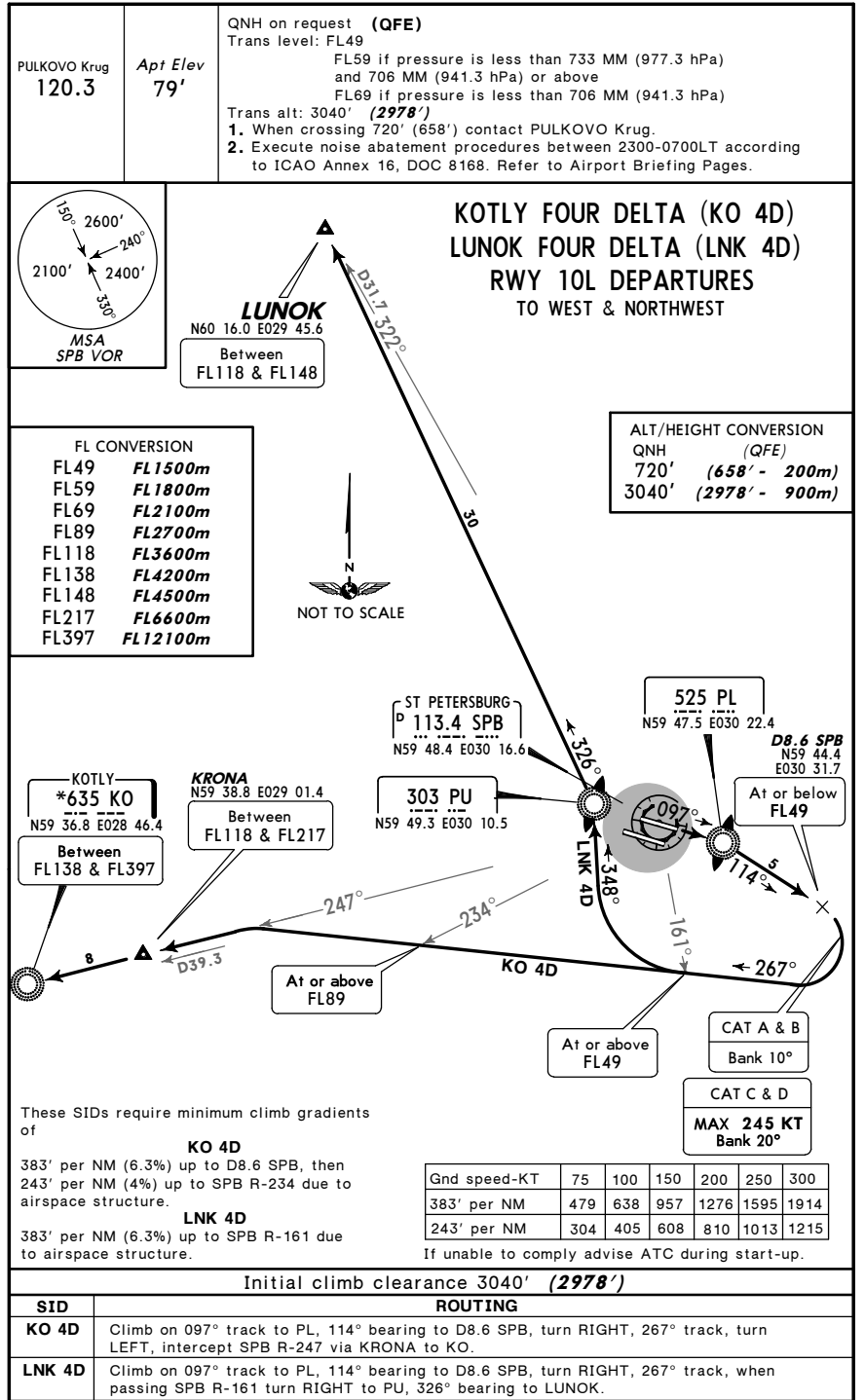
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3 APR 09 (10-3E) Eff 9 Apr SID



ULLI/LED PULKOVO
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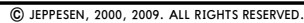


ULLI/LED PULKOVO
3 APR 09 10-3G Eff 9 Apr SID



JEPPesen ST PETERSBURG, RUSSIA

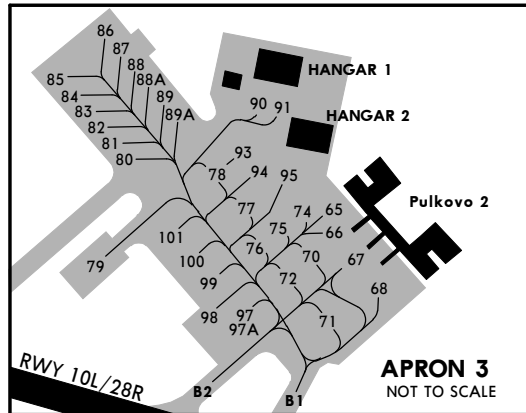
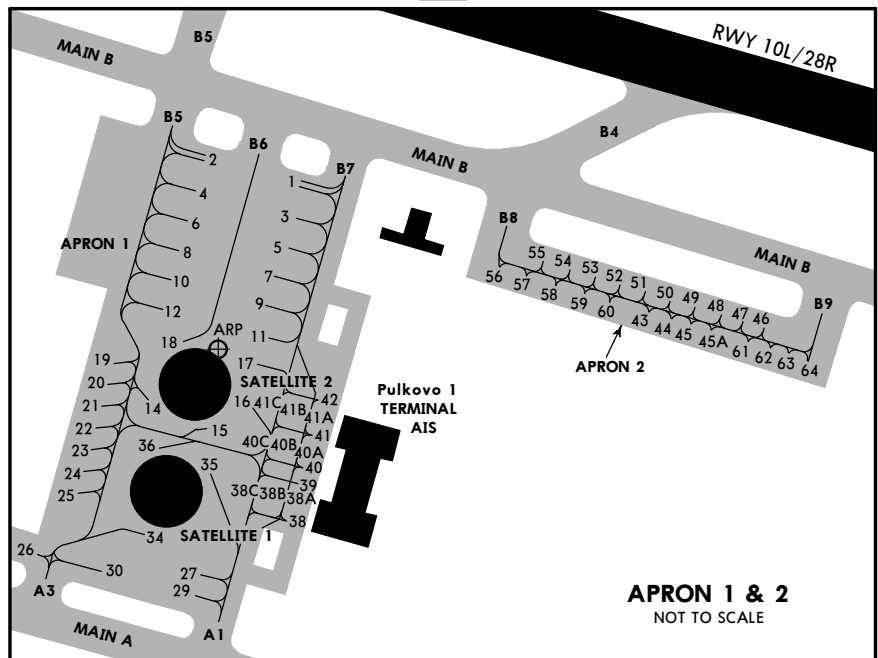
PULKOVO



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JEPPesen ST PETERSBURG, RUSSIA
3 APR 09 10-9B Eff 9 Apr PULKOVO



ULLI/LED

JEPPesen Standard
3 APR 09 10-9S Eff 9 Apr ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY	A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	162'(100') RA104' R350m	162'(100') RA104' R350m	162'(100') RA104' R350m
	ILS	262'(200')	262'(200')	262'(200')
	FULL	R550m	R550m	R550m
	Limited	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	590'(528') R1500m	590'(528') R1500m	590'(528') R1700m
	ALS out	R1500m	R1500m	C2400m
	2 NDB ①	430'(368') R1000m	430'(368') R1000m	430'(368') R1000m
	ALS out	R1500m	R1500m	R1700m
	NDB ①	640'(578') R1500m	640'(578') R1500m	640'(578') R1900m
	ALS out	R1500m	R1500m	C2400m
10R	CAT 2 ILS	166'(100') RA105' R350m	166'(100') RA105' R350m	166'(100') RA105' R350m
	ILS	266'(200')	266'(200')	266'(200')
	FULL	R550m	R550m	R550m
	Limited	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	420'(354') R900m	420'(354') R900m	420'(354') R900m
	ALS out	R1500m	R1500m	R1600m
	NDB ①	640'(574') R1500m	640'(574') R1500m	640'(574') R1900m
	ALS out	R1500m	R1500m	C2400m
28L	ILS	279'(200')	279'(200')	279'(200')
	FULL	R550m	R550m	R550m
	Limited	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	420'(341') R900m	420'(341') R900m	420'(341') R900m
	ALS out	R1500m	R1500m	R1600m
	NDB ①	580'(501') R1500m	580'(501') R1500m	580'(501') R1600m
	ALS out	R1500m	R1500m	C2400m

① Continuous Descent Final Approach

ULLI/LED



Standard
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100')	166'(100')	166'(100')	166'(100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	266'(200')	266'(200')	266'(200')	266'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	460'(394')	460'(394')	460'(394')	460'(394')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ①	470'(404')	470'(404')	470'(404')	470'(404')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ①	580'(514')	580'(514')	580'(514')	580'(514')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach

TAKE-OFF RWY 10L/R, 28L/R

Approved Operators HIRL, CL & mult. RVR req		LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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JAA MINIMUMS
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	162'(100')	162'(100')	162'(100')	162'(100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	262'(200')	262'(200')	262'(200')	262'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	590'(528')	590'(528')	590'(528')	590'(528')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	430'(368')	430'(368')	430'(368')	430'(368')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640'(578')	640'(578')	640'(578')	640'(578')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
10R	CAT 2 ILS	166'(100')	166'(100')	166'(100')	166'(100')
		RA105' R350m	RA105' R350m	RA105' R350m	RA105' R350m
	ILS	266'(200')	266'(200')	266'(200')	266'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	420'(354')	420'(354')	420'(354')	420'(354')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640'(574')	640'(574')	640'(574')	640'(574')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
28L	ILS	279'(200')	279'(200')	279'(200')	279'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	420'(341')	420'(341')	420'(341')	420'(341')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	580'(501')	580'(501')	580'(501')	580'(501')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

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3 APR 09
Eff 9 Apr 10-9X1

JAA MINIMUMS
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166' (100')	166' (100')	166' (100')	166' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	266' (200')	266' (200')	266' (200')	266' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	460' (394')	460' (394')	460' (394')	460' (394')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
2 NDB		470' (404')	470' (404')	470' (404')	470' (404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	580' (514')	580' (514')	580' (514')	580' (514')
ALS out		R1000m	R1200m	R1200m	R1600m
		R1500m	R1500m	R2000m	R2000m

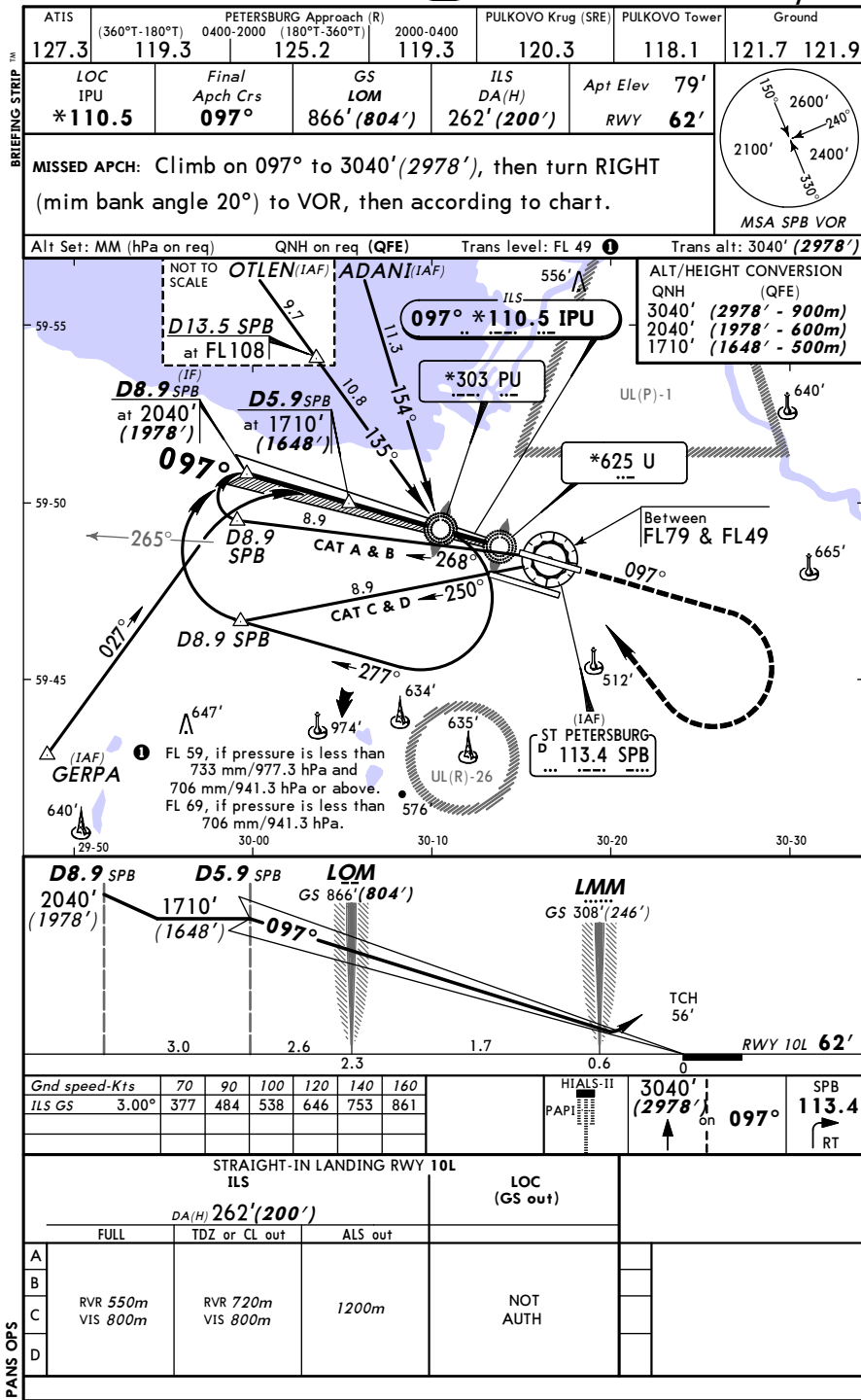
TAKE-OFF RWY 10L/R, 28L/R

Approved Operators	LVP must be in Force				NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

ULLI/LED
PULKOVO

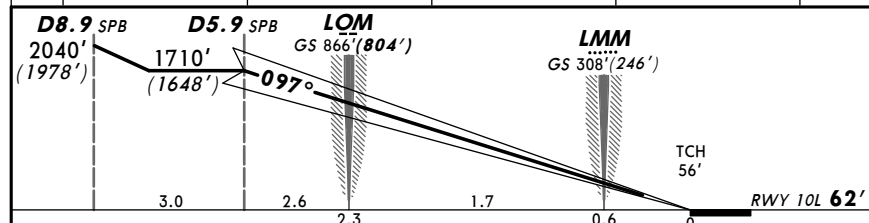
JEPPESEN
5 JUN 09
11-1

ST PETERSBURG, RUSSIA
ILS Rwy 10L



JEPPESSEN ST PETERSBURG, RUSSIA
5 JUN 09 (11-1A) CAT II ILS Rwy 10L

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 **1** Trans alt: 3040' (**2978'**)
Special aircrew & acft certification required.



STRAIGHT-IN LANDING RWY 10L
CAT II ILS
ABCD
RA 104'
DA(H) 162' (100')

RVR **350m**

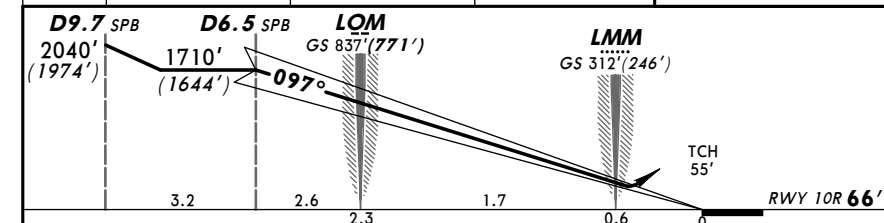
CHANGES: Communications.

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JEPPESSEN ST PETERSBURG, RUSSIA
5 JUN 09 (11-2) ILS Rwy 10R

MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3040' (2974')



STRAIGHT-IN LANDING RWY 10R				LOC (GS out)	
ILS					
DA(H) 266' (200')					
FULL		TDZ or CL out	ALS out		
A					
R					

PANS OPS

CHANGES: Communications

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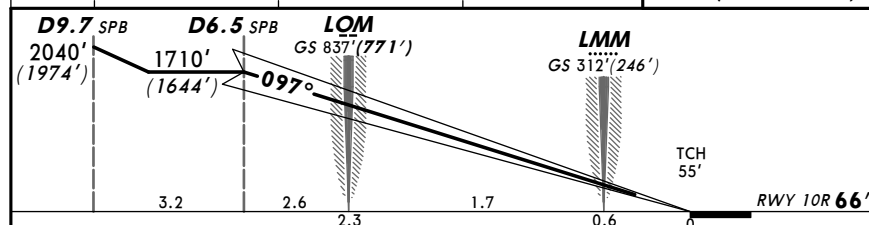
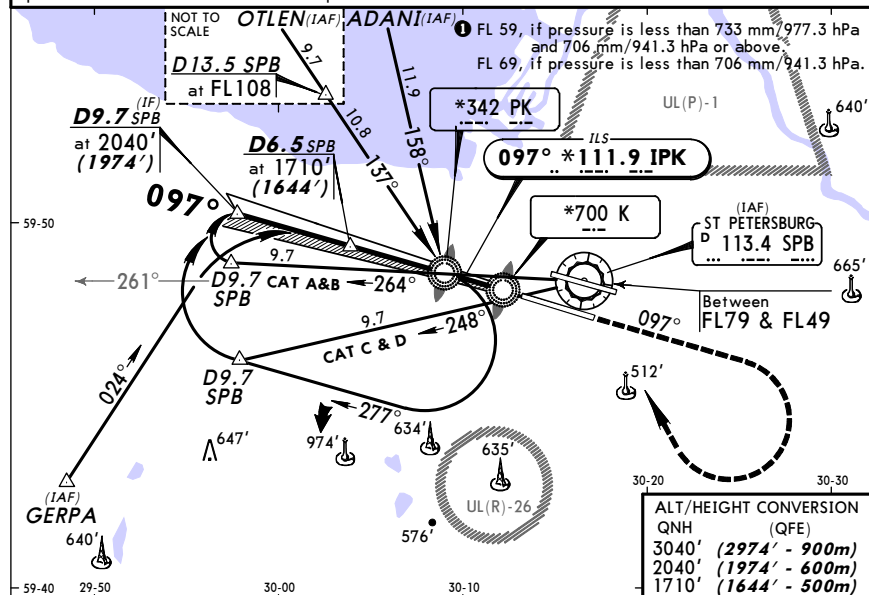
ULLI/LED
PULKOVO

5 JUN 09 (11-2A)

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10R

ATIS	PETERSBURG Approach (R)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 119.3	(180°T-360°T) 125.2	119.3	120.3	118.7
121.7	121.9				
LOC	Final	GS	CAT II ILS	Apt Elev	
IPK	Apch Crs	LOM	RA 105'	79'	
*111.9	097°	837' (771')	DA(H) 166' (100')	RWY 66'	
MISSED APCH: Climb on 097° to 3040' (2974'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.					MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040' (2974')
Special aircrew & acft certification required.



STRAIGHT-IN LANDING RWY 10R					
CAT II ILS					
ABCD					
RA 105'					
DA(H) 166' (100')					
RVR 350m					

PANS OPS

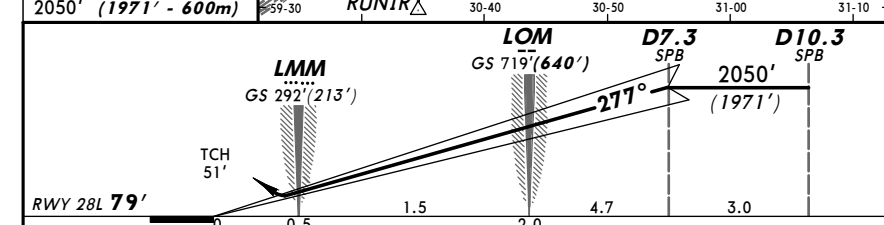
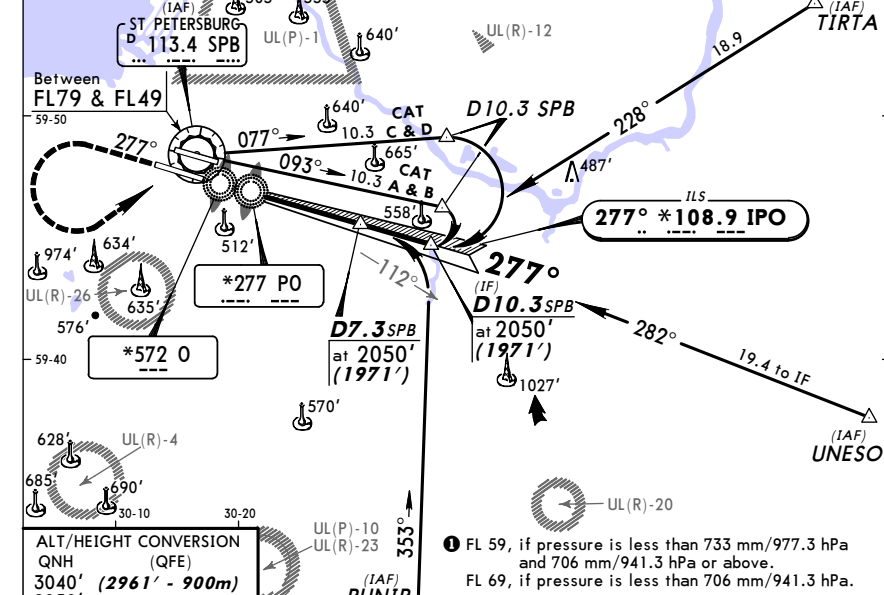
ULLI/LED
PULKOVO

5 JUN 09 (11-3)

ST PETERSBURG, RUSSIA
ILS Rwy 28L

ATIS	PETERSBURG Approach (R)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 119.3	(180°T-360°T) 125.2	119.3	120.3	118.7
121.7	121.9				
LOC	Final	GS	ILS	Apt Elev	
IPO	Apch Crs	LOM	DA(H)	79'	
*108.9	277°	719' (640')	279' (200')	RWY 79'	
MISSED APCH: Climb on 277° to 2050' (1971'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.					MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040' (2961')



STRAIGHT-IN LANDING RWY 28L					
ILS					
LOC (GS out)					
DA(H) 279' (200')					
FULL					
ALS out					
RVR 720m					
VIS 800m					
1200m					
NOT AUTH					

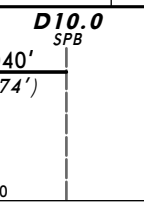
PANS OPS

JEPPesen ST PETERSBURG, RUSSIA
5 JUN 09 (11-4) ILS Rwy 28R

MSA SPB VOR

alt: 3040' (**2974'**)

mm/977.3 hPa
ove.
mm/941.3 hPa.
0 31-10 -

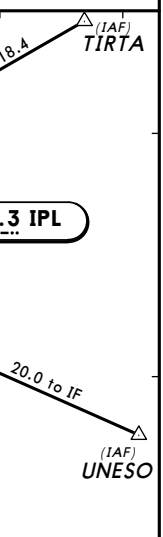


3040' 2974'	SPB 113.4
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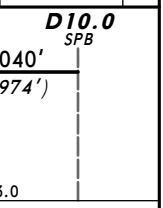
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JEPPesen ST PETERSBURG, RUSSIA
5 JUN 09 (11-4A) CAT II ILS Rwy 28R

MSA SPB VOR

alt: 3040' (**2974'**)

mm/977.3 hPa
above.
mm/941.3 hPa.
-00 31-10 -



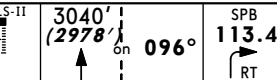
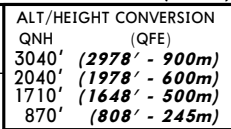
3040' (2974')	SPB 113.4
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JEPPesen ST PETERSBURG, RUSSIA
5 JUN 09 (13-1) VOR DME Rwy 10L

MSA SPB VOR

NOT TO SCALE OTLEN_(IAF) ADANI_(IAF)



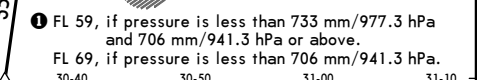
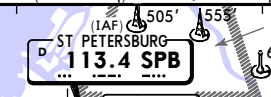
HIALS-II
PAPI

MDA(H) 590' (528')

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JEPPESSEN ST PETERSBURG, RUSSIA
5 JUN 09 (13-2) VOR DME Rwy 28R

MSA SPB VOR



	HIAL	
	PAPI	

MDA(H) 460' (394')

n		
n		
n		
n		

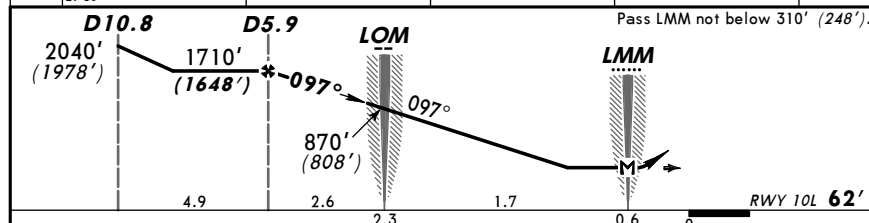
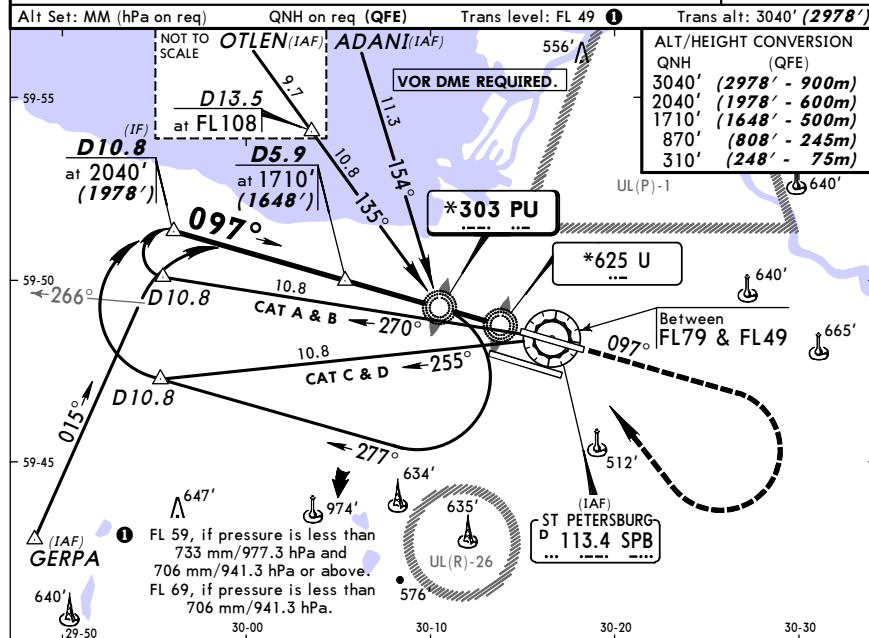
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ULLI/LED
PULKOVO

JEPPesen
5 JUN 09 (16-1)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10L

ATIS	(360°T-180°T)	PETERSBURG Approach (R)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.1	121.7 121.9
NDB PU *303	Final ApcH Crs 097°	Minimum Alt D5.9 1710' (1648')	2 NDB MDA(H) 430' (368')	NDB MDA(H) 640' (578')	Apt Elev 79' RWY 62'	
MISSED APCH: Climb on 097° to 3040' (2978'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2978')	on 097°	SPB 113.4
Descent Gradient 5.2%	369	474	527	632	737	843	PAPI			
MAP at LMM										

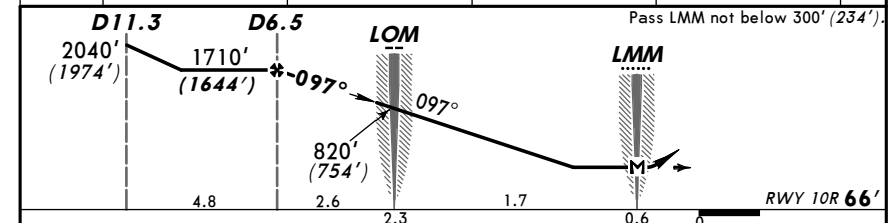
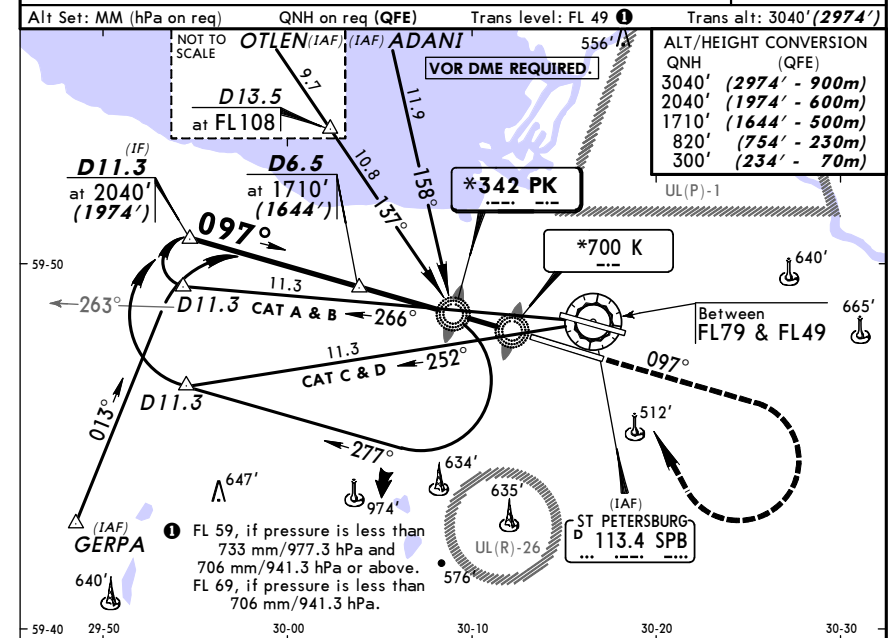
STRAIGHT-IN LANDING RWY 10L			
2 NDB		NDB	
MDA(H) 430' (368')		MDA(H) 640' (578')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

ULLI/LED
PULKOVO

JEPPesen
5 JUN 09 (16-2)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10R

ATIS	(360°T-180°T)	PETERSBURG Approach (R)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.7	121.7 121.9
NDB PK *342	Final ApcH Crs 097°	Minimum Alt D6.5 1710' (1644')	2 NDB MDA(H) 420' (354')	NDB MDA(H) 640' (574')	Apt Elev 79' RWY 66'	
MISSED APCH: Climb on 097° to 3040' (2974'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.						



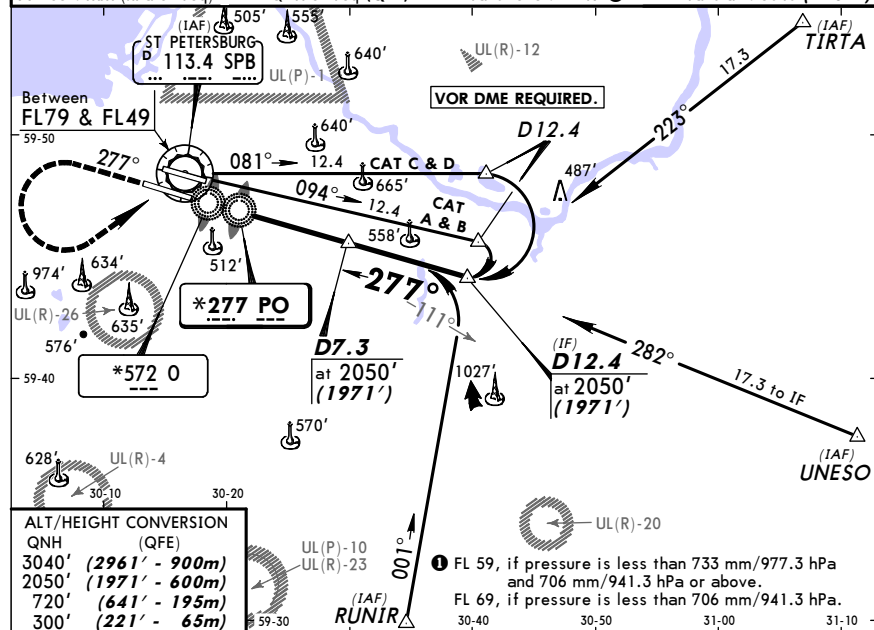
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2974')	on 097°	SPB 113.4
Descent Gradient 5.2%	369	474	527	632	737	843	PAPI			
MAP at LMM										

STRAIGHT-IN LANDING RWY 10R			
2 NDB		NDB	
MDA(H) 420' (354')		MDA(H) 640' (574')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

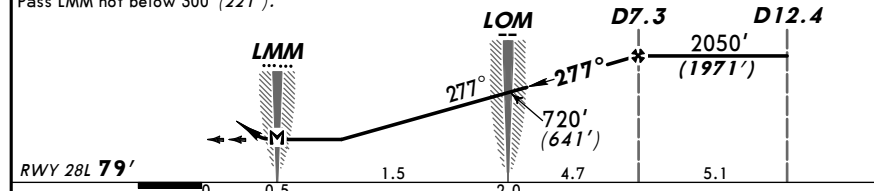
JEPPESSEN ST PETERSBURG, RUSSIA
5 JUN 09 (16-3) 2 NDB or NDB Rwy 28L

MISSED APCH: Climb on 277° to 2050' (1971'), then turn LEFT (minimum bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3040' (2961')



Pass LMM not below 300' (221').



Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 4.7%	333	428	476	571	666	762		
MAP at LMM								

STRAIGHT-IN LANDING RWY 28L						
2 NDB			NDB			
MDA(H) 420' (341')			MDA(H) 580' (501')			
ALS out			ALS out			
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m		
B						
C						
D						
RVR 1500m VIS 1600m			RVR 1800m VIS 2000m		2400m	

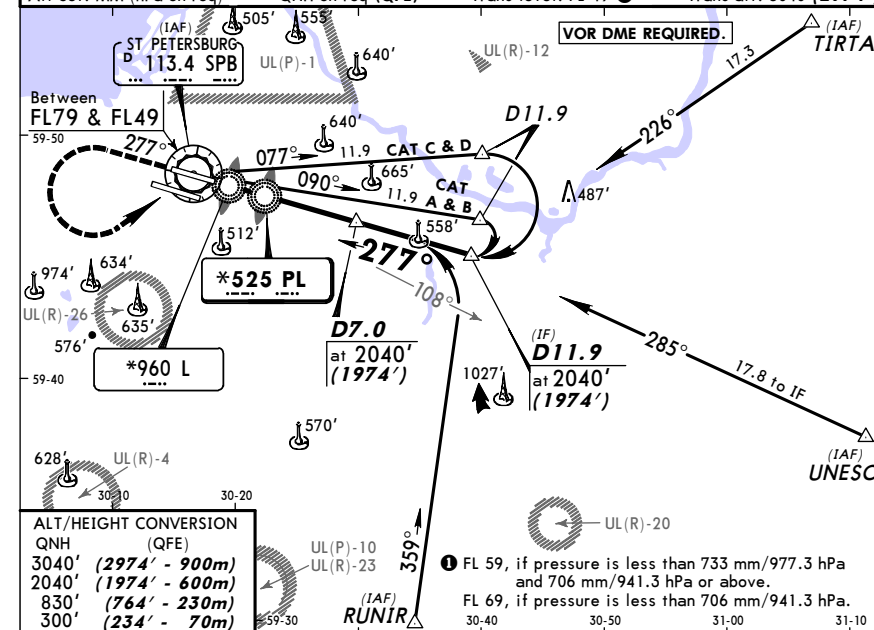
CHANGES: Communications.

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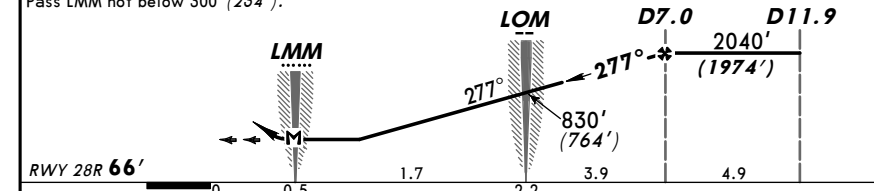
JEPPESSEN ST PETERSBURG, RUSSIA
5 JUN 09 (16-4) 2 NDB or NDB Rwy 28R

BRIEF MISSED APCH: Climb on 277° to 2040' (1974'), then turn LEFT (minimum bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3040' (2974')



Pass LMM not below 300' (234').



Gnd speed-Kts	0	90	100	120	140	160			272°	277°	SPB 113.4
Descent Gradient 5.2%	369	474	527	632	737	843			277°	277°	SPB 113.4
MAP at LMM									277°	277°	SPB 113.4

		STRAIGHT-IN LANDING RWY 28R					
		2 NDB		NDB			
		MDA(H) 470' (404')		MDA(H) 580' (514')			
		ALS out		ALS out			
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m			
B							
C							
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m			

CHANGES: Communications.

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